

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, June 28, 2010 at the AG & Extension Center, 1150 Bellevue Street, Green Bay, WI

Present: Norb Dantine, Bernie Erickson, Mike Fleck, Dan Haefs, Dave Kaster
Also Present: Tom Hinz, Kris Schuller, Vicky VanVonderen, Chuck Lamine, Cole Runge, Brian Lamers, Chuck Larscheid, Judy Knudsen, Brett Wallace, Chris Phelps, Jim Jolly.

I. Call Meeting to Order.

The meeting called to order by Supervisor Erickson at 7:20 p.m.

II. Approve/Modify Agenda.

Motion made by Supervisor Dantine and seconded by Supervisor Haefs to approve the agenda. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

III. Approve/Modify Minutes of the June 1, 2010.

Erickson provided an email for the committee from Highway Director Brian Lamers with suggested changes to the June 1, 2010 minutes for the committee to review.

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve minutes with changes. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

1. Review minutes of:
 - a. Planning Commission Board of Directors Transportation Subcommittee (May 10, 2010).

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to receive and place on file. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

- b. Chapter 21 Subdivision Ordinance Revision Subcommittee (May 27, 2010).

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to receive and place on file. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

Other

2. Discussion re: Regional Transit Authority – Chris Phelps, Green Bay Metro.

Phelps thanked the committee for allowing him to come before them to speak. He stated that transit in the community is at a crossroads. Since the early 1970s transit had been primarily in the Green Bay area with some exceptions to the outline communities. The community has grown and the transportation system is still set up on the foundation of the earlier times.

The transit authority is struggling with the realities of today on a system based back

in time. As they move forward one of the things driving their struggle is the urbanized area. The urbanized area that is funded at a federal level is larger than the corporate limits of Green Bay, all of which does not receive funding through Metro. Upon the completion of the 2010 census, the Greater Green Bay Metro areas are expecting to exceed 200,000 in population. The federal funding formula is based on a presumption that larger metropolitan areas should be more self-sufficient. Green Bay will lose federal transit operating funds and based on the latest estimates it will be roughly a million dollars a year. Their department operates on an annual budget of \$7.6 million dollars. Based on the Federal Operating assistance, cities between the population of 50,000 – 200,000 have flexibility to use formulized funds for capital purchases or operating expenses. Once they reach 200,000 those funds can be used for capital purchase but not for transit operations.

In Wisconsin, transit systems are funded by different tiers and the state leverages the federal money with state money and then based on operating characteristics they assign funding to each district in the state. Appleton and Green Bay are the ones in this census that will be affected by the loss of operating systems. The effect will be felt across the state since they are all in the same funding tier and as they lose stability to leverage that money as a group that funding drops.

As an industry they could look at the regionalization of transit, it's no longer just a municipal issue but a regional issue. The State of Wisconsin does not have authorizing legislation for the creation of regional transportation authority and that is one of the tools they had asked their elected officials in Madison to take a look at. That is for areas in the state who decide if it's in their interest and in the interest of their community for growth and opportunities to create a transportation district. Phelps stated they will continue to work at the federal level for some modifications of the federal rules, they will continue to work with their elected officials in Madison, however, should nothing change over time they will face all things considered today with the shortfall.

Phelps stated that the riders, through a variety ways of paying, pay approximately 15-16%, the state and federal funds leverage out at about 57-58%.

Erickson suggested inviting Phelps back possibly in December to get an update. He suggested that Phelps work with the candidates running for office this November as well.

Motion made by Supervisor Haefs and seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

3. Resolution re: Requesting that the public service commission of Wisconsin include consideration of the impact on groundwater due to construction in Karst regions of Brown County as part of their review of the Ledge Wind Energy, LLC, (Invenergy) Wind Energy Project application.

Hafs stated this resolution was created after becoming aware of some issues that were found in the Town of Morrison when they were working on an agriculture situation.

Motion made by Supervisor Haefs and seconded by Supervisor Fleck to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.

4. Resolution re: Health Risks Posed by Wind Turbines.

Erickson noted that this was not the Planning, Development and Transportation Committee's resolution but it had been passed onto them as a courtesy from the Health Department. He suggested passing the resolution but with suggested changes from the Human Services Committee.

Motion made by Supervisor Haefs and seconded by Supervisor Fleck to modify the resolution to state 40 decibels under item #1. Vote taken. MOTION CARRIED UNANIMOUSLY.

Erickson suggested changing on page 2 under the first "Whereas" where it states "a concern installation of wind turbine systems *will* result in well water contamination", he would like the word "will" to be replaced with "may".

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to modify under the first "WHEREAS" the word "will" to state "may". Vote taken. MOTION CARRIED UNANIMOUSLY.

Supervisor Haefs stated that he will vote to pass this resolution but felt the information was still grey and further explained his concerns with regards to the resolution. He stated he will go along with it for the health risk issues. Lamine interjected that the state was in the process of developing rules and on a project this size the county has no say in terms of setbacks and this is 100% in the realm of the Public Service Commission. However, with any public information gathering process, the county can submit information for the record. This basically states here are the concerns we have, address them.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.

Amy Kocha, 612 Grove Street, Green Bay

Kocha questioned if there was a deadline approaching regarding this resolution. She stated one thing to consider is that any form of energy has pros and cons and she was baffled by the notion that the committee is prepared to send something through even though they still had questions. She felt the committee work was to get those questions addressed so that when it goes to the County Board those questions are answered. She stated she was trying to clarify what gets accomplished at committee vs. at the County Board level in terms of having a professional present to answer those questions.

Erickson responded that quite a few of the people in the room had been present to many of the informative meetings re: wind turbines. He noted that they can be quite controversial and the information fluctuates depending on who is providing it. Many times there are footnotes stating there are no proven health risks, etc. Erickson felt that this issue is one of those entities that are out there that can be discussed for long periods of time with no right answer because there are no answers at this point. He felt it was opinion against opinion or money against money.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.

Supervisor Van Vonderen stated that three towns got together and hired a consultant who has recommended that the PSC conduct controlled studies at the existing wind farms.

Executive Hinz felt the proper motion was to receive and place on file this item.

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve the resolution as amended. Vote taken. MOTION CARRIED UNANIMOUSLY.

Highway

5. Presentation from WI DOT re: Update on 41 Expansion.

Brett Wallace, Highway 41 Corridor Projects Group Manager, presented a current update on the Hwy 41 project and was available to answer questions from the committee.

Motion made by Supervisor Haefs and seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

6. Resolution Placing Advisory Referendum Question on November Ballot.

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve. Vote taken. Ayes: 4 (Dantinne, Erickson, Fleck, Kaster); Nays: 1 (Haefs). MOTION PASSED.

7. Budget to Actual-June 2010.

Motion made by Supervisor Fleck and seconded by Supervisor Haefs to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

8. Director's Report.

Highway Superintendent Brian Lamers provided a handout (attached) re: Highway employees working over 12 hours. Haefs stated that the overtime issue came up because a Brown County employee had over 200 hours of overtime. It all precipitated from the standpoint that there was an abuse of overtime. He felt it was a waste of time and paperwork and effort to provide such documents. Haefs felt that Department Heads and County Board Supervisors are aware of routine overtime and no longer felt overtime was being abused.

Erickson informed that they had requested at the Executive Committee and the County Board for overtime reports from Department Heads and suggested bringing the request forward to make the noted changes.

Motion made by Supervisor Haefs and seconded by Supervisor Dantinne to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

Port & Solid Waste

9. Port - Budget Status Financial Report for May 2010.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to approve and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

10. Solid Waste – Budget Status Financial Report for May 2010.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

11. Director's Report.

Chuck Larscheid stated that Brown County was one of the recipients of the Great Lakes Restoration Initiative grant funds. He stated it was a five year program and they needed congressional authorization to spend those funds. He stated that they had to apply for federal assistance for funding in order to get those grants. They got \$2 million for Renard Island and \$1.5 million for habitat restoration in the Cat Island chain in the lower Green Bay.

The US Army Corp of Engineers submitted the application for Wisconsin's DNR Chapter 30 Water Quality Certification for the causeway; they have Green Bay as a co-signer.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY.

Item #18 was taken at this time.

UW-Extension

12. Budget Status Financial Report for May 2010.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

13. Budget Adjustment Request (#10-61): Increase in expenses with offsetting increase in revenue.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY.

14. Director's Report.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

Planning and Land Services

Land Information – No Agenda Items.

Planning Commission

15. Budget Status Financial Report for May 2010.

Property Listing

16. Budget Status Financial Report for May 2010.

Zoning

17. Budget Status Financial Report for May 2010.

Motion made by Supervisor Dantinne and seconded by Supervisor Fleck to take items #15, #16 and #17 together. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Motion made by Supervisor Dantinne and seconded by Supervisor Kaster to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Highway/Planning Commission

18. Discussion and Possible Action re: STH 29/CTH EA environmental study issues identification meeting results.

Cole Runge, Principal Planner, reiterated information from the attached Staff Report Re: STH 29/CTH EA Environmental Study Issues Identification Meeting Results.

Supervisor Kaster stated that it had sounded as though the decision to make the portion between Willow Road and Hwy 29 a county trunk road was still being determined. He went on to question whether Bellevue believed the change to be true as well. Runge answered that he had mentioned this topic because Willow Road is currently a village road and before it could become a county highway there would have to be a jurisdictional transfer but at this time the assumption is that this will eventually happen.

Kaster questioned the role of the committee and the Planning Department in the study process if the DOT would be the agency making the final decision as to which plan alternative to use for this project. Runge explained that the process has not been completed yet and the intention was for county as well as Bellevue and Ledgeview to be included in this due to the fact that the planned result of this project is that the two roadways connect.

Kaster expressed concerns with the fact that the communities, who will have to live with the renovations, as well as the county, will have to pay the additional costs if they prefer a different plan than that chosen by the DOT. He then questioned the request for the committee not to choose a preference for this plan as Brian Lamers, Highway Commissioner, had already made a selection known.

Runge explained that the selection Kaster had referenced had been given through a joint letter with the Planning Department that had been requested by the DOT as a preliminary step in the process. At that time, it had been the belief of the Highway and Planning Departments that the DOT was not looking for the communities or the county to settle on a specific alternative. He went on to say that they had been looking for input on what the preliminary preference had been, as county staff members were participating on a technical committee for this process.

Runge reiterated that the study process is not yet completed and according to the DOT it will not be concluded for some time due to additional issues that need to be addressed. Kaster expressed confusion with this matter having been brought to the committee initially as something that needed to be decided very quickly, as now it is being pushed back. He stated that he didn't know why the committee couldn't have given their preliminary preference if that was something the DOT was looking at.

Runge advised that while the committee could give a preference, the Planning Department staff is recommending that they do not at this point as nothing will be constructed for quite some time. He went on to say that they had felt this recommendation would be prudent as there are still many unanswered questions. Runge specified that these include questions regarding the financial portion of the project.

Runge explained that the concerns he had referenced had been brought to light during their June 14, 2010 meeting with the DOT.

Runge then invited Jill Michaelson to speak. Michaelson stated that she had recently had the chance to converse with Mike Berg, Director of the Green Bay DOT Office, and her boss Tom Harrison, Manager of the Compliant Operations unit, regarding this project. She reiterated that the DOT feels that linking the two roadways would be best and that the lower priced option will meet the needs of their project. If the more costly alternatives 3 or 4 are chosen the DOT would expect the difference to be made up by the local communities. This is the message that Michaelson had been told that she could give to the committee.

Michaelson went on to restate that currently they are only conducting a study, and that no construction projects are connected to this in the immediate future. She explained that the DOT does not necessarily have to build anything. Hwy 29 in its current state serves its purpose and can keep doing so well into the future. She stated that if operations or safety become a consideration they can make spot improvements. The DOT was looking at this project as an opportunity to work with coactively with the communities and come up with a nice connection from the future roadway to I-43. However, she added, this does not necessary have to be done.

Kaster expressed his understanding of the study and what it has to do with the DOT's end decision. He stated that he has heard about environmental concerns being addressed but had not yet heard anything concerning the residents and how this will affect them. Kaster explained that he wondered what consideration had been given to this as he had not seen any. He expressed concern for the residents and how the 3 lane roadway's traffic would affect their lives and the property value of their homes.

Supervisor Dantinne referred to the highways in Milwaukee and the sound barriers that are built and commented that this roadway would cut through the surrounding community. He stated that with this in mind, he did not understand how they could not be looking into how this would affect property values and living conditions.

Chuck Lamine explained that when the Planning Department said that alternative 2 was preferable it had been from a technical standpoint. What they had been resting their case on early in the process was that alternative 2 was consistent with all the comprehensive plans that had been worked on and adopted over the last several years in Ledgeview and in Bellevue. He stated that the County Planning Department had worked with these communities for several months back in the mid 2000s to put both plans together. In addition to that, after the county had finished working with Ledgeview on its comprehensive plan, the village went one step further and did a small area business park plan for that area which showed the road going straight north.

Lamine went on to say that planning for this has been going on for several years. As far as compatibility of the roadway in that area, he said that the committee had touched on the subject in the June 1st meeting wondering why they would plan for less than four lanes. Lamine explained that in that area, and to the north of that area, they were trying to come up with a road that moves traffic efficiently but also compliments the land uses that currently exist and those planned around it. This is why they had opted for three lanes. They had discussed adding things such as landscaped medians, bike facilities, pedestrian facilities, etc. With this plan traffic could move efficiently without constructing something that would overwhelm the area such as a four lane or six lane arterial streets, which, Lamine stated, would be very hard on the neighboring homes.

Lamine acknowledged that it was assumed that if the highway was designed a certain way it could be used by trucks going north and south between the city interstate and the business parks to the north. He stated that there is a very attractive, higher speed interstate just to the west. He explained that if drivers don't believe they can just blow through because of the design of the road, most people would opt to take the interstate and go up to the existing interchanges at either Manitowoc Road or Mason Street to get to the business parks.

Lamine continued that in addition to the homes that Bellevue has been planning for to the north of the area, they had discussed a plan to create a 'downtown' district or a village center district along that road just south of the Eaton Road intersection. What they did not want to have happen is to have a roadway where cars could pass through at high speeds and ruin that atmosphere. He explained that they wanted something that could move traffic efficiently but could also be compatible with the village center and the planned homes.

Supervisor Erickson commented that he had driven through the area being discussed and stated that the current roadway is very narrow. He stated that in his mind, if it is made into three lanes it would be expanded into something that if he was a resident would not be pleasing to him. He felt that the concerns of the communities and their residents need to be taken into consideration. Erickson suggested that the planners put themselves in the shoes of the residents when designing this.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.

Sarah Brunette, 3700 Dickinson Road, De Pere, WI

Ms. Brunette, Administrator for the Town of Ledgeview, stated that Ledgeview had been working on planning for this particular project for at least eight years, if not longer. She explained that as far as this project is concerned the town has done due diligence and property owners are all well aware of the road extension that will take place. The extension has actually been added to the official town map.

Brunette continued that all land surveying had been done in accordance with a comprehensive plan drafted in 2004 that had recently been updated. She stated that they had consistently planned for a business park and for the road to go through it. In addition, they have worked with the DOT, Bellevue, the Brown County Planning Department and the Brown County Highway Department to look at alternatives to find the best routing for the road. It was said that this was being done from developmental, environmental and cost perspectives. All of those criteria had been discussed.

Brunette explained that the chosen alternative would not lead straight to construction. She stated that they need a plan to get to the next stage but to get them moving forward for the best transportation route system that will get them a good connection. She asked that they don't prohibit the process and keep it going forward.

Aaron Oppenheimer – Town of Bellevue Administrator

Oppenheimer responded to the information brought forward stating that they were aware that the comp plans show the road going straight through their community and for Ledgeview. He stated their plan is outdated and will be provided next year. This road had creped up on them as they didn't expect the state to draw up plans as quickly as they did. He stated they will revise their comp plan to reflect the new plans out there. Oppenheimer stated that they were confident that Alternative Four would benefit the town by protecting the residents but

also providing more development opportunity along the roadway. He noted that it will create jobs, and the return on investment over time will certainly make up for the cost if you can get higher use development.

Oppenheimer stated that he had spoken at a previous meeting about the Central Brown County Water Authority. He stated that he had discussions with Dave Vaclavik and Vaclavik stated he was confident that the water authority had no preferred option with involvement of water main. He noted that if anything Alternative Two would be a detriment because it would most likely cover up the existing infrastructure.

Oppenheimer informed that depending on what meeting you attend several issues have been brought up by the DOT with regards to costs and cancelation of the projects. He felt that since the Village was seeking a different alternative the pressure was on to go with the flow. He was hoping that the PD&T can provide some clarity by helping them with this issue.

Gerald Metzler – 3137 Meadow Circle

Metzler was concerned with the positioning of the new road with it being so close to their homes. He felt they could curve the road and run it through the wetlands since they would be eliminating most of the wetlands anyway. He stated he was on the comprehensive plan committee for the Village of Bellevue.

Jeff Van Straten – Village of Ledgeview Chairman

Van Straten stated that they had taken into consideration Green Bay, Bellevue and Brown County's planning as far as a whole with their comprehensive plan. They update their plan frequently and state that there was no secret that the road was running through. He felt it was horrible that people had to deal with it as well as losing property himself to the State of Wisconsin for highway improvements. He wished that they could move ahead so people could get on with the rest of their lives.

Renee Beauchaine - 140 Meadow Circle

Beauchaine stated that the amount of money that people had placed into their homes and property should be taken into account. Their property is on the corner of Huron Road and it is considered wetlands. She stated they are not allowed to do anything to that part of their property but yet the roads are being placed through the wetlands.

2974 S. Huron Road

The home owner stated that she bought her house five years ago and invested well over \$200,000 in a quiet country roads home that they had wanted for a long time and now their investment is no longer what they wanted if the road becomes a bypass with all the traffic and trucks coming through daily. She stated that they had put a lot of projects on hold including expensive landscaping.

James Krines - 3290 Meadow Circle

Krines stated 35 years ago when he had built the house he had to go to the Town of Bellevue to get a variance to put his house on the corner and had to get an extra 8' variance and at that time none of this was in the plan. He stated the traffic and noise is terrible and he felt it would only get worse with EA.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.

Van Vonderen felt that since they had time, they could all work together to come up with a better decision because there were too many things at stake. Erickson suggested a public

meeting in the near future from the DOT. Kaster stated that he did not understand why a couple more meetings would matter when he felt that minds were made up on running the road in front of people's houses. He felt that that this committee and the County Board should give their preference because right now the state only has the highway commissioner's preference. He felt he had only heard about environmental impacts but nothing about the impact to land and property values, the quality of life, air and noise pollution. He felt that a decision needed to be made and brought forward the motion.

Motion made by Supervisor Kaster and seconded by Supervisor Dantine to have a resolution drawn up in favor of option 4 and to ask the State to pick up the additional funding. Vote taken. MOTION CARRIED UNANIMOUSLY. Supervisor Haefs was excused at this time.

Runge asked the committee what they would like the Planning Department to do now with regards to the environmental study, the study won't conclude until they assume October or November. Lamine interjected, he questioned if a resolution gets brought before the County Board, what information are they going to make a decision on? What the state is saying is they would like to go through a study process for the environmental assessment to provide additional information so that all the questions are answered. Lamine stated they are in an unusual situation and if the County Board approves alternative four, then they probably shouldn't even participate in the process which is a kink in the environmental assessment process. Kaster stated he was a little dismayed because it had seemed as though only one decision was being looked at. Lamine stated that at that point they were asking for was an early assessment and the hope was that everyone would be in an agreement and move forward. It's obviously that is not the case. The process is carrying forward to look at all the alternatives yet, no decision was made. Kaster stated that he was curious why everything came to a sudden halt when it was supposed to fly ahead. Lamine stated that it was the state process and the state schedule.

Lamine stated that he hears every discussion about budget and they are looking at an additional cost of \$1.5 million dollar, Lamine questioned how he was supposed to react when he starts bringing his budget forward. He felt it was a mixed message. Kaster stated that Lamine knew him enough to know that he had to feel strongly to be willing to spend the extra money. Lamine stated he could appreciate that but on the flipside there would still be a large impact on one person's home which can cause a lot of distress with relocation, etc. Erickson stated that in his opinion he was seeing a lot of tunnel vision and it only had number two on it. Maybe two is the option but if that proves it, he will be the first one to jump on the bandwagon but would like to get a stronger look at alternative four. He felt they were not listening to the people.

An amendment was made to the motion by Supervisor Dantine and seconded by Supervisor Kaster to ask the state to pick up the additional funding.

19. CTH GV reconstruction project study final report (standing item).

Cole Runge reiterated the report in the packet (reattached) and stated that this report would wrap up their GV study that was started back in February of 2009.

With regards to the progress of the FEMA floodway/floodplain mapping project Lamine noted that it was not a detailed study.

Supervisor Kaster felt that everything seemed to be connected to the state bridge including a state highway and questioned why the county was paying for it. Runge

questioned Kaster on if the state had mentioned that it was going to be a state bridge? Kaster stated from what he understood the state wasn't looking at it right now but that the county wants them to look at it. Kaster went on to note that the state was leading a connection to Hwy 41 from the bridge. Runge interjected that that is unknown yet. He stated that Brett Wallace from the DOT responded during his presentation this was not part of the 41 Reconstruction Project. It is a separate project and had always been designed as a separate project. Kaster stated that everything he had read, the state wants to limit all the access ways that they can.

Runge stated that a draft Interstate Access Justification Report (I.A.J.R) was submitted about three weeks ago. This is a Federal regulatory process to get approval for an interchange on to a Federal Interstate Highway. He noted that they are currently waiting for feedback on it. If it comes back that they won't allow an interchange along Hwy 41 that could knock their alternatives from four to two. That would be input for their process that had been going on for three and a half years. It's never been stated since 1996 by Brown County Planning that the bridge would be a state highway and it was never mentioned by the state that it would be a state highway or bridge.

A brief discussion ensued regarding cost shares; Runge explained that it is a typical arrangement for projects such as this one. He felt that the area will be a large retail destination in the future. The county will for certain segments in Bellevue pick up half, that will be the regional contribution. The local contribution would be for bringing people to and from commercial developments in Bellevue.

Depending on the design of a three-lane, cars may run 20,000-21,000 daily. Runge stated the projections are well over that. Lamine interjected that there was a long stretch for projections. The actual development was greatly exceeding the projections and certain things have slowed down in the last few years. In the past, the population projections did match up but they had a tendency to balance out and level off. Lamine stated if you look at the trend associated, it was pretty close. He went on to inform that the state does a pretty good job and they don't allow things to get out of control. Kaster responded that he still didn't understand building a huge four-lane road; he was concerned it would need to be rebuilt once the road hooked up to a possible bridge. Lamers stated that there would not be a need to rebuild the road but relay asphalt in the future. Runge agreed that they would never recommend building something twice. Lamine informed that their projection would not be 20 years, as Kaster had stated, but the target date of 2020.

Runge informed that what they have heard was that if the state were to do a similar project, chances are it wouldn't be a state highway unless it was an expressway or freeway. That would be the state alternative at this point.

Runge also informed that there are legislative programs out there to fund the construction of bridges. It also requires legislative action to do that. Connections to such a bridge to support it would be funded typically through the general county highway construction process. Those would also be eligible for federal grants through the Service Transportation Program (STP) that was discussed at the Planning Commission.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.

Sarah Burdette, Clerk/Administrator – Town of Ledgeview

Spoke in favor and briefly went over all that had been done in the last year including studying the impacts of the reconstruction project, reviewed with the county any of the pressures for development that they have gone through, completed FEMA related elements, developed assessment policy and a general sentiment from property and business owners in which they are strongly suggesting the construction to be full speed ahead for next year on this project.

Jeff Van Straten, Town of Ledgeview Board Chairman

Van Straten stated whether the bridge goes in or not, which they were all hoping for, new apartment complexes and subdivisions are going in and will add to the traffic, a bar is going in the Shopko Express and there is an issue with truck traffic. There is a trucking company in Ledgeview with 500 trucks, he stated it horrible to drive these trucks through DePere. If the bridge is put on hold there will still be a traffic issue, there is an issue with holding off on development. He felt this was urgent and they need to get a move ahead on this project.

Supervisor Van Vonderen stated that as a person who drives GV everyday for work and personal use, the road was awful. People are already driving the shoulder of the road to use as a right turn lane and are cutting through the Shopko Express to bypass. The rush hour traffic in the morning is backed up at the area four-way. She believes there is a traffic problem and asked to get it on the books and make it happen.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.

Runge stated that he would be one of the last people who would advocate a four-lane anywhere but in this case, not because of all the projections or the bridge connection, it's the composition that the traffic they expect to see with the connection of two very large business and industrial parks next to each other. Between the compositions of the traffic over the next several decades he can't help but recommend a four-lane in this situation.

Dantinne questioned what direction was expected from the committee as the agenda item stated "final report". Lamine responded that there were two recommendations and they were asking the committee to make a decision on each recommendation. Based on the findings of the study, BCPC and Highway Department staff recommend that CTH GV be designed and reconstructed as a four-lane divided arterial street and the section of CTH GV north of CTH G be reconstructed in 2011.

Lamine stated that in terms of the planning process, he had been working on this project for 15 years. Their department took a year off from this project to let the communities do some homework. The Planning, Development and Transportation committee had heard what the county had done, and he felt they made some significant strides forward to clarify the picture. In terms of commitments to the planning department at some point decisions had to be made and this isn't something that came up over night. The planning department had worked very hard and their recommendations are in front of the committee. He felt it was a solid recommendation and a good solid plan and he would like the committee to adopt the recommendations brought forward tonight.

Runge stated that the discussions with the Bellevue Administrators in the past were regarding who had to pay what along the road. The administrator told them recently that for Bellevue to know what each person would have to pay, they need a cost estimate for the project. Bellevue can't proceed until the County Board proceeds. The highway department can then put together the design and get a number to Bellevue so that they can proceed with their discussions regarding assessments.

Kaster stated that he would like everyone in the area to be able to react and suggested holding this item. Runge responded that the prominent concern from attendees at previous meetings was cost related which can't be answered until they know what the road will look like. Lamine stated the committee was the ultimate decision makers and understood where it became difficult. Although he respects that, they are at the point where they have to think 20-30 years out. Dantine stated that this was already held for a year and made the motion to move forward.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to adopt the recommendations. Vote taken. Ayes: 3 (Erickson, Dantine, Fleck); Nays: 1 (Kaster); Excused: Haefs.

20. Airport – Budget Status Financial Report for May 2010.

21. Register of Deeds - Budget Status Financial Report for May 2010.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to take items #20 and #21 together. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Other

22. Audit of bills.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to pay the bills. Vote Taken. MOTION CARRIED UNANIMOUSLY.

23. Such other matters as authorized by law. None.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to adjourn at 10:45 p.m. MOTION APPROVED UNANIMOUSLY

Respectfully Submitted,

Alicia Loehlein/Anna Meert
Recording Secretary



Date: Friday, June 11, 2010 9:11 AM
 From: Lamers_BL <Lamers_BL@co.brown.wi.us>
 To: berickson6@new.rr.com
 Subject: FW: Planning, Development & Transportation Committee meeting minutes for June 1

Bernie,

Also on page 3 is it stated the "Brian Lamers indicated he would like to go forward on Willow and Huron Roads" probably should be stated more like-when asked by Supervisor Kaster to move forward Brian Lamers stated that we could try to move forward with the project from CTH JJ to Willow road if all permitting and right of way clearances are in place.

Brian Lamers CPA
 Brown County Highway Commissioner
 (920)662-2163

From: Michaelson, Jill - DOT [mailto:Jill.Michaelson@dot.wi.gov]
Sent: Thursday, June 10, 2010 12:35 PM
To: Lamers_BL
Cc: Laux, Patrick - DOT; Harris, Colleen - DOT
Subject: Planning, Development & Transportation Committee meeting minutes for June 1

Brian,

Rick reviewed the minutes and found a few points that need clarification. So did I.

Bottom of page 1 - We have only held the *first* of at least 2 planned public information meetings.

Public outreach to date includes:

2 local officials' meetings (most recent was held 5/19/2010)

1 public information meeting (2/11/2010)

Meetings with Village of Bellevue (5/26/2010) and the Planning, Development & Transportation Committee (6/01/2010)

We've also met with the DNR and the CN Railroad

Public involvement will continue

Top of page 2, to clarify - when asked to review and rate the four alternatives, *the public* responded as shown in the minutes.

In the minutes' discussion about the WIS 29 Connectivity Determination Selection Summary, I explained that a selection consideration is railroad impacts. Under Alternate 2 there would be an at-grade rail crossing and side track replacement (mitigation for severing the railroad yard). Under Alternates 3 & 4 there could be a grade separation track crossing that would cost an estimated \$1 to \$1.5 million to construct. This would eliminate the need to replace the side tracks. At-grade crossings for Alternatives 3 & 4 would cost an estimated \$1.44 and \$1.47 million, respectively. [This is a kind of confusing issue as reflected in the minutes...]

I also tried to emphasize that this is a study project and no construction project has been scheduled. The DOT is taking a pro-active approach to plan for the future in case safety or operation needs change. This wasn't necessarily reflected in the minutes, but I am hoping that the committee and those in attendance realize that.

Thanks for the opportunity to comment on the minutes.



CONNECTING WISCONSIN



US 41 Project

**Brown County Planning, Development
and Transportation Committee**

June 28, 2010



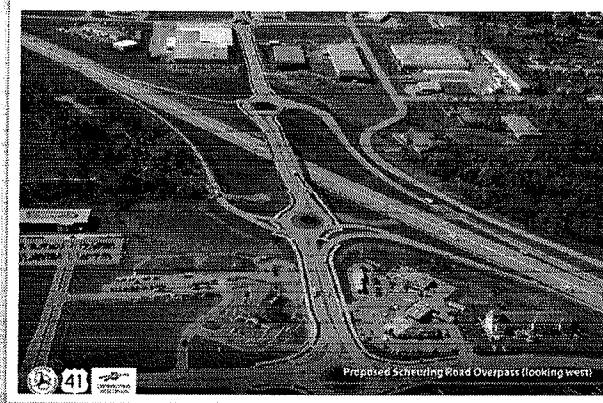
Presentation outline

- Construction schedule
- TMP process
- Community sensitive design
- North segment (Memorial to County M)
- Brown County coordination
- Public outreach



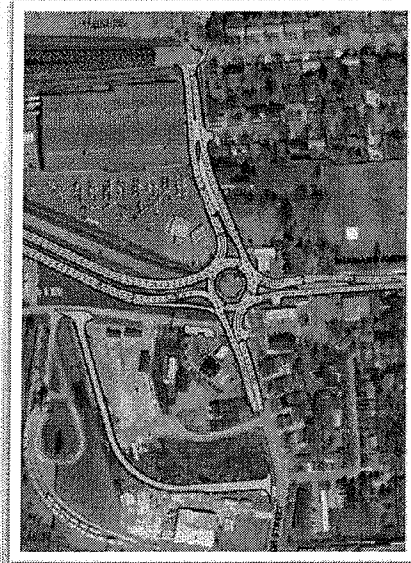
Scheuring Road Interchange

- Let date: June 2010
- August 2010 –November 2011
 - PDQ/Mid Valley and Lawrence in 2010
 - Interchange, bridge ramps in 2011
- Temporary bypass lanes, temporary signals, intersection improvements



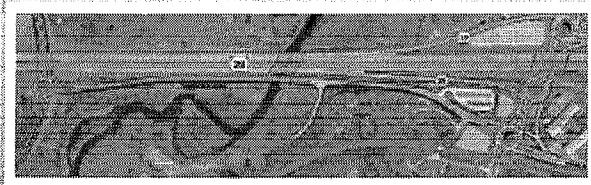
Shawano / Taylor Intersection

- Let date: March 2011
- April 2011 through November 2011
 - Full closure July –September
- Temporary access between Shawano and Taylor in SW quadrant
- Temporary signals and intersection improvements



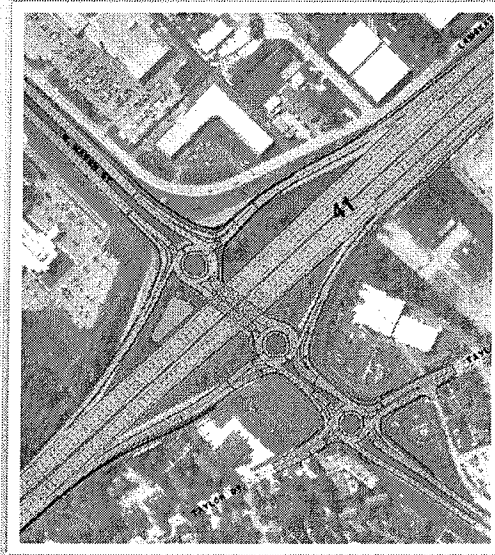
South Frontage Road

- Let date: April 2011
- May to December 2011
- Maintain Pamperin Park access
- Coordinate construction with concurrent projects



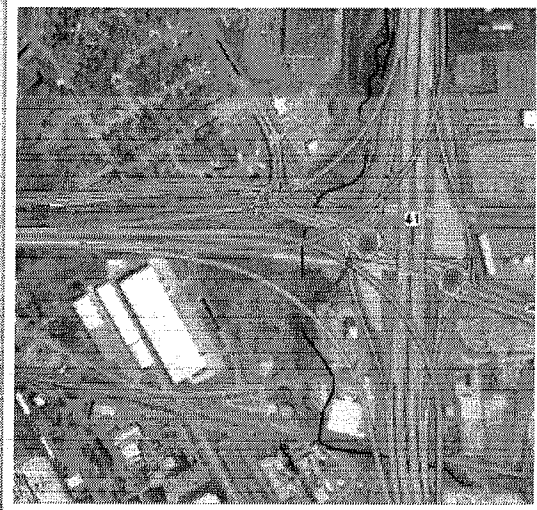
Mason Street Interchange

- Let date: December 2011
- January to August 2012
 - Includes US 41 reconstruction
 - Full closure of interchange
- Temporary signals, intersection modifications, reroute GBMT route 6
 - County EB at Cormier and Southwest High School
 - County VK between US 41 and County EB



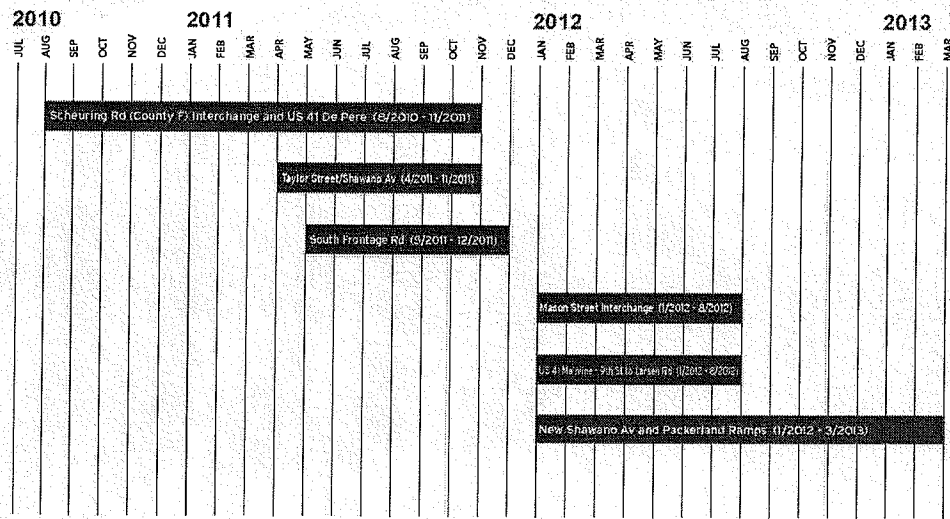
WIS 29 Interchange

- Let date: December 2011
- February 2012 to March 2016
 - New Shawano open in 2013
 - WIS 29 freeway and system interchange open end of 2014
 - Complete Packerland and WIS 29 interchanges in 2015
- Staged construction to minimize impact, temporary signals, intersection modifications
 - Three temporary signals along County EB at WIS 29



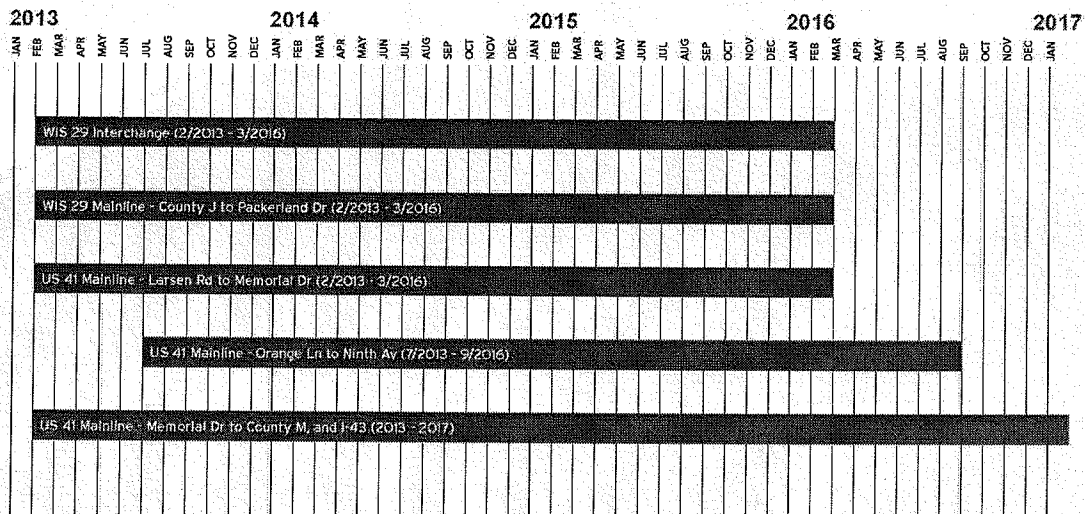
Construction schedule

2010-2013



Construction schedule

2013-2017



Transportation management plan

What is TMP?

- A set of coordinated strategies for managing the work zone impacts of a project
- Main goals are to:
 - Provide safety and mobility
 - Minimize delays
 - Provide information to the public



Transportation management plan

- Process
 - Coordinate construction staging based on traffic concerns
 - Develop TMP scenarios
 - Coordinate with local agencies (i.e. DPWs, emergency services, schools, transit agencies, major employers)
 - Obtain feedback from businesses
 - Select recommended scenario and mitigation strategies for implementation



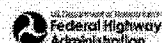
Community sensitive design

- What is CSD?
 - Engages the community in the design process
 - Creates coordinated corridor aesthetics
 - Reflects local character



Community sensitive design

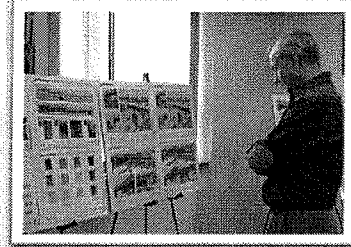
- Opportunity areas
 - Bridges
 - Interchanges
 - Noise barriers
 - Retaining walls
 - Landscaping
- Special features
 - Native American cultural elements
 - Bike and pedestrian connections



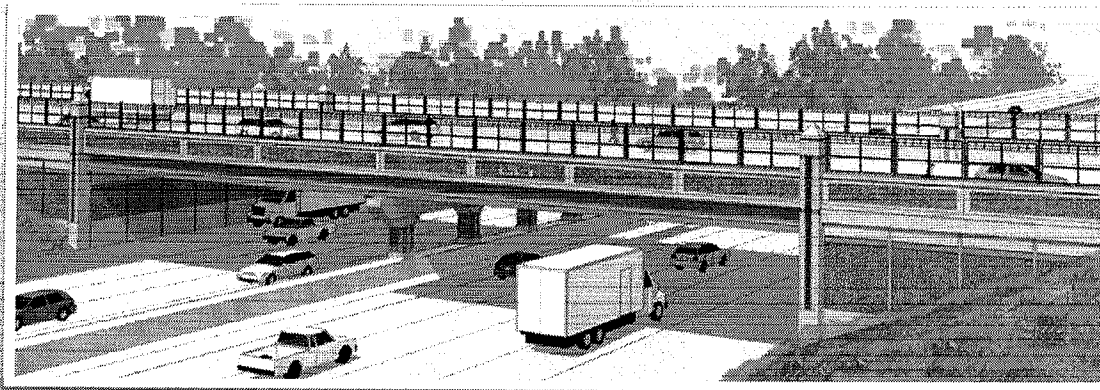
Brown County CSD

- Process

- Formed CSD committee
 - February 2009
- Conducted six workshops
 - March to September 2009
- Presented plans to public
 - October 2009
- Approved final CSD concept
 - November 2009



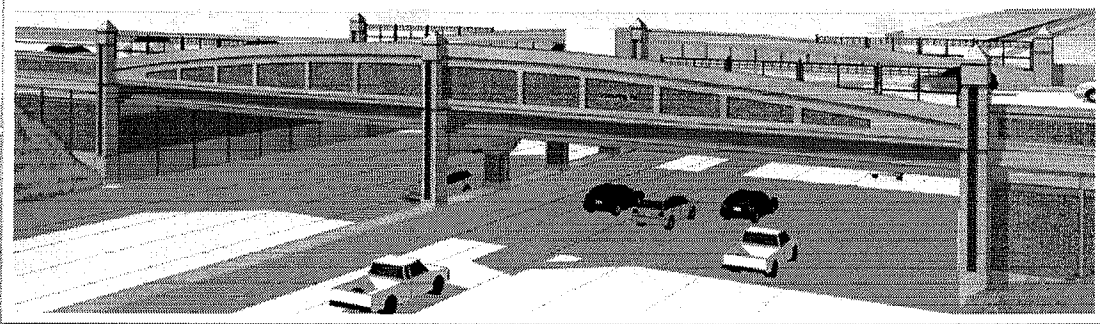
Brown County CSD



Local street over US 41



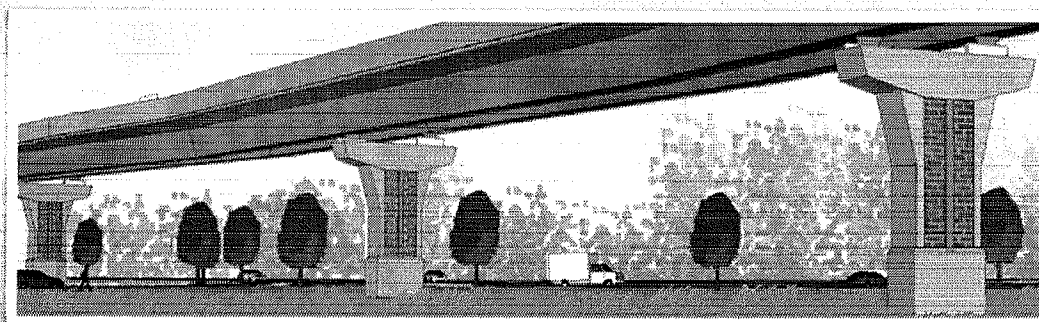
Brown County CSD



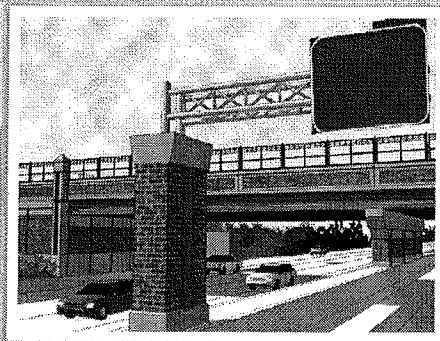
Arched parapet, local street over US 41 at Scheuring and Lineville roads



Brown County CSD



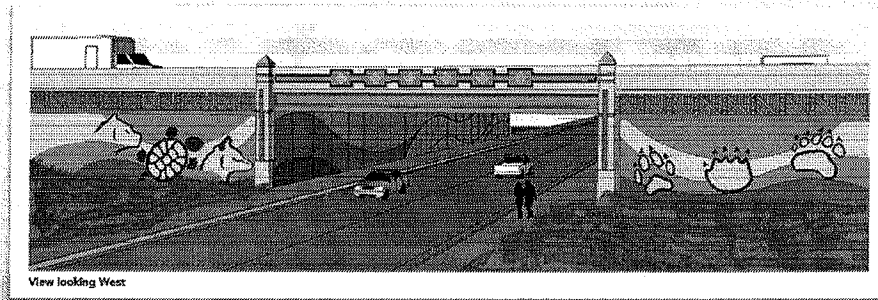
High-rise structures



Sign bridge



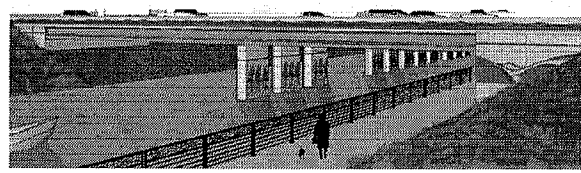
Brown County CSD



**Native American concepts
(Oneida Nation designs at Larsen Road)**



Brown County CSD



Let's put our minds together and extend our greetings, thankfulness and love to...
The People, Mother Earth, Waters, Fish, Medicine and Food Plants, Trees,
Animals, Birds, Minerals, The Thunderers, Grandmother Moon,
Elder Brother Sun, Stars, Four Messengers, and the Creator.

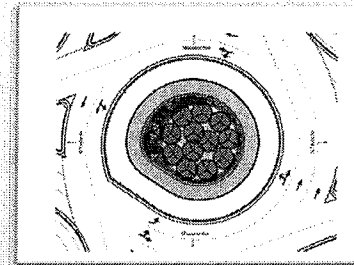
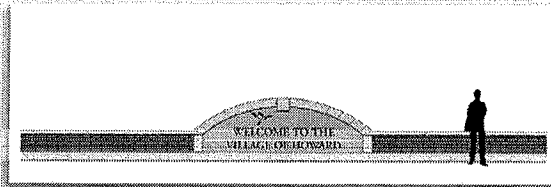
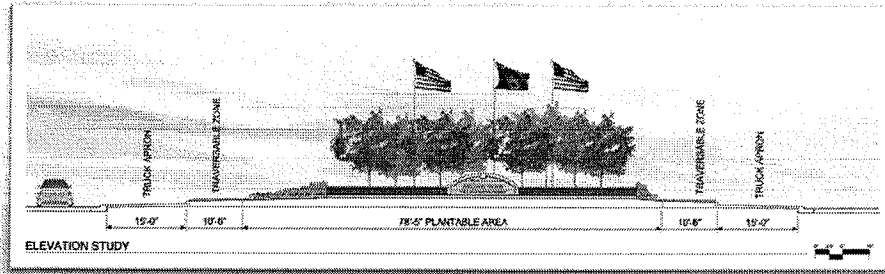
Ta' tha niohtshak nioyawa'niohshak
This is how our minds shall be.

Text detail of South Abutment Duck Creek bridge - Wis 29

**Native American concepts
Oneida Nation thanksgiving address
(South abutment Duck Creek bridge at WIS 29)**



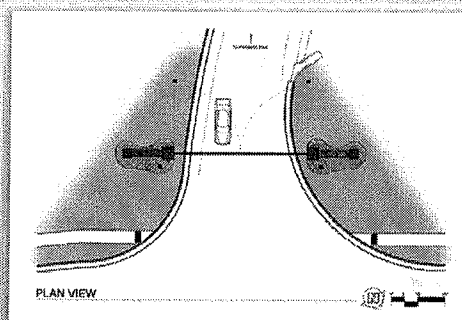
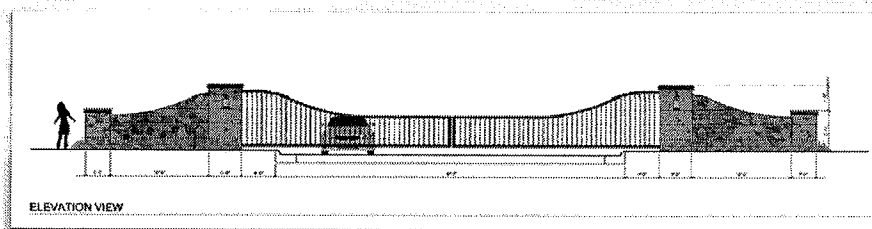
Brown County CSD



Shawano/Taylor roundabout landscaping concept



Brown County CSD



- Forms mimic suspension bridge
- Natural stone to match building
- Low maintenance grasses with splash of color
- Incorporation of existing obelisks
- Highest probable cost



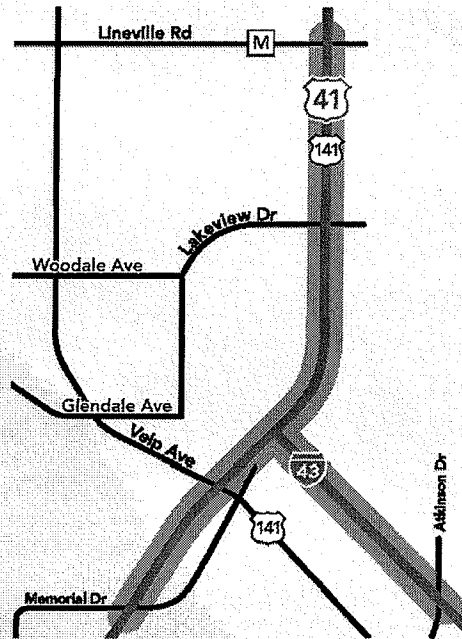
IMAGERY

Pamperin Park entry feature concept



North segment

- Study area
 - US 41 (Memorial Drive to County M)
 - I-43 (US 41 to Atkinson Drive)
 - Includes three interchanges
 - US 141/Velp Avenue
 - I-43
 - County M
- Increase mainline capacity
- Maintain existing access to Wietor Wharf Park



North segment

- Environmental Impact Statement (EIS) underway
 - Evaluates impacts of no-build and viable build alternatives
 - Targeted for completion - fall of 2011
- Input on alternatives / impacts
 - March 2010 - agency scoping and public information meetings
 - June 2010 - agency meeting
 - review design options to minimize environmental impacts
 - June 2010 - FHWA comments,
 - compatibility of alternatives with future Interstate conversion



North segment

Alternatives

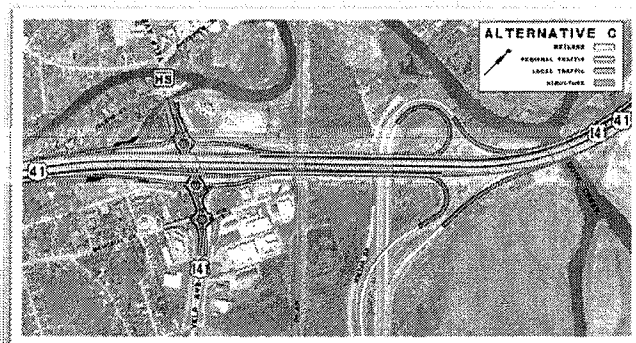
- Alternative A: no build
 - Maintain existing four-lane freeway, minimal improvements at spot locations
 - Not a viable long-term solution
- Build alternatives B, C, D, and E
 - Alternative B: US 41 expansion with minor ramp improvements to I-43/US 41 interchange
 - Eliminated from further consideration per FHWA (incompatible with future interstate conversion)
 - Alternatives C, D, and E retained for further evaluation



North segment

Alternative C

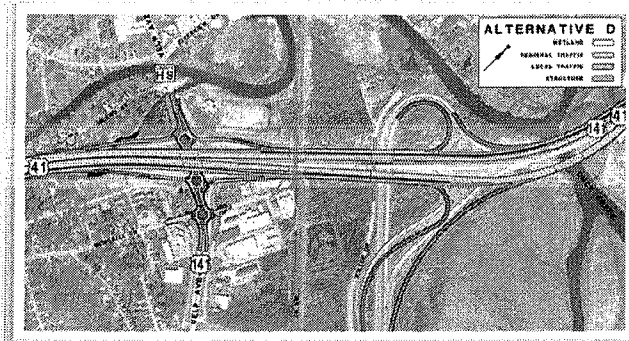
- Key features
 - Expand US 41 along existing alignment
 - Add collector-distributor (C/D) roads
 - Maintain loop ramps at I-43 interchange
 - Maintain access between US 141/Velp Avenue and I-43 via US 41
- Possible refinements
 - Per FHWA, use higher design speed on I-43 interchange ramps
 - Longer structures to minimize wetland impacts



North segment

Alternative D

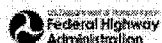
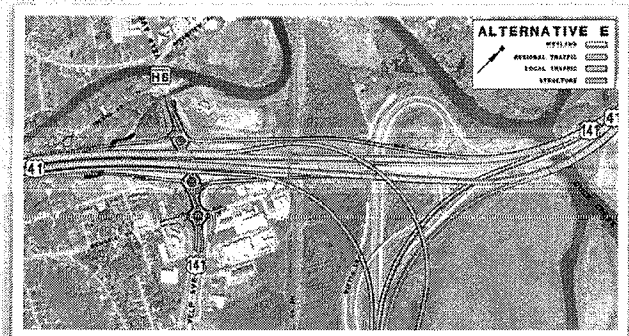
- Key features
 - Expand US 41 along revised alignment
 - Add C/D roads
 - Improve I/43 interchange to accommodate wider US 41 mainline
 - Maintain access between US 141/Velp Avenue and I-43 via US 41
- Possible refinements
 - Per FHWA, use higher design speed on I-43 interchange ramps
 - Longer structures to minimize wetland impacts



North segment

Alternative E

- Key features
 - Expand US 41 along revised alignment
 - Reconstruct I/43 interchange with high speed ramps
 - Eliminate access between US 141/Velp Avenue and I-43 via US 41
- Possible refinements
 - Longer structures to minimize wetland impacts



Brown County Coordination

- Pamperin Park access memorandum of understanding
 - Mitigation
- South Frontage Road
 - Right of way offer - August 2010
 - Jurisdictional transfer
 - Road naming



Brown County Coordination

- Ongoing State Municipal Agreements (SMA)
 - Agreements for cost sharing and maintenance between local municipalities and DOT
 - Brown County
- Transportation management planning mitigation
 - Offsite mitigation strategies
 - Temporary signals
 - Speed tables
 - Agency and emergency services coordination



Brown County Coordination

- Stage construction maintenance
 - Snow removal
 - Access to/from/across freeway
- Long term freeway maintenance
 - Salt storage capacity/strategy
 - Equipment needs
 - Snow removal
 - Collector distributor roads
 - System ramps



Public outreach

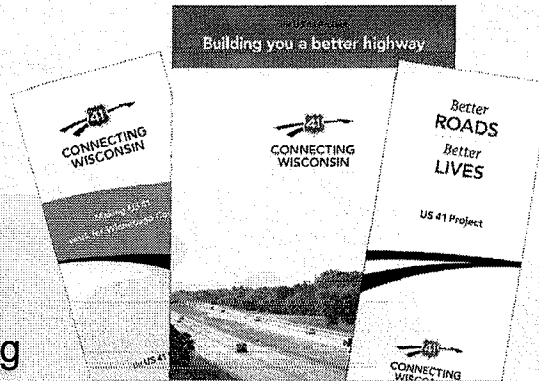
- Why is outreach important?
 - Keeps the public informed
 - Prepares public for change
 - Gives WisDOT feedback



Public outreach

- Types of communication

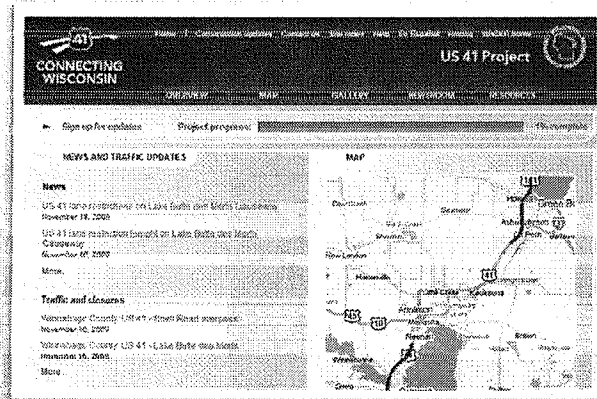
- Project Web site
- Neighborhood liaisons
- Roundabout education
- Public meetings
- Community events
- Business outreach
- Newsletters, brochures
- TV, radio, print advertising



Public outreach

- US 41 Project Web site

- Project information
- Construction information
- Lane closures, traffic impacts
- Interactive map feature



www.US41wisconsin.gov



US 41 Brown County Flythrough

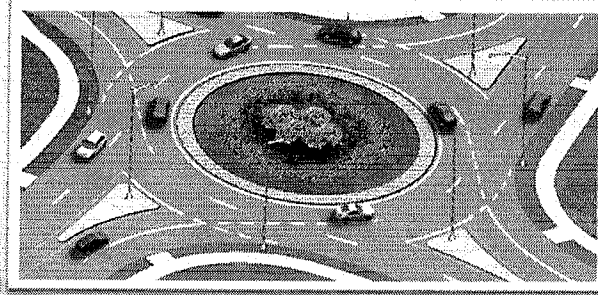


US 41 Project

Questions?



Roundabouts

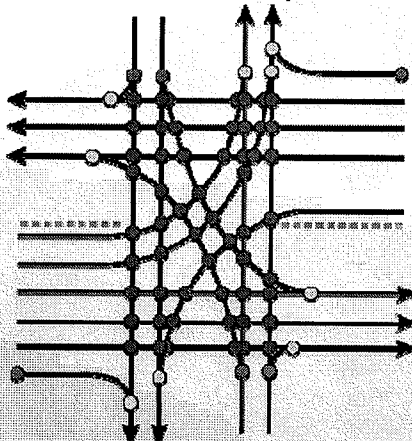


- Safer
- Better operations, more efficient
- Less expensive
- Better for the environment
- Provides more opportunity for aesthetics



Conflict Point Comparison Mason and Taylor Streets

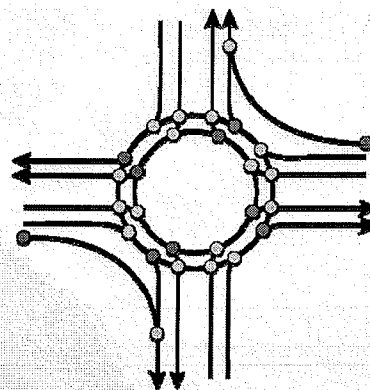
Conflict Points: Traffic Signals



| | | |
|--------------|--------------------|----|
| Crash Types: | ● Rear-end | 6 |
| | ○ Angle/Side Swipe | 9 |
| | ● Severe Angle | 56 |
| TOTAL | | 71 |

Note:
"Crossing"
crashes are
generally the
most severe.

Conflict Points: Roundabout



| | | |
|--------------|--------------------|----|
| Crash Types: | ● Rear-end | 10 |
| | ○ Angle/Side Swipe | 15 |
| | ● Severe Angle | 0 |
| TOTAL | | 25 |

Note: Severity of crashes at a roundabout is reduced when the flow is counter-clockwise and angle of entry.



Roundabout safety

- National crash statistics for multi-lane roundabouts have shown:

| Intersection type before roundabout constructed | Percent reduction in crashes after roundabout constructed |
|---|---|
| <i>Traffic signals</i> | 67% |
| All-way stop | 12% |
| Two-way stop (suburban) | 19% |
| Two-way stop (urban) | 18% |

Source: National Cooperative Highway Research Program, Report 572, 2006

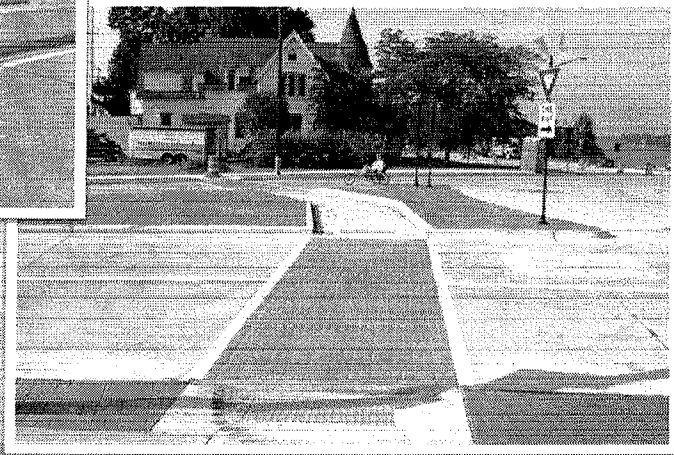


Pedestrians at roundabouts

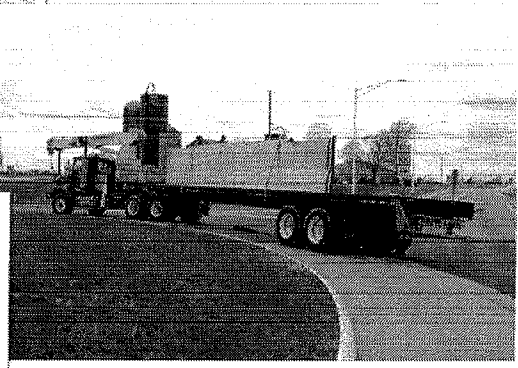
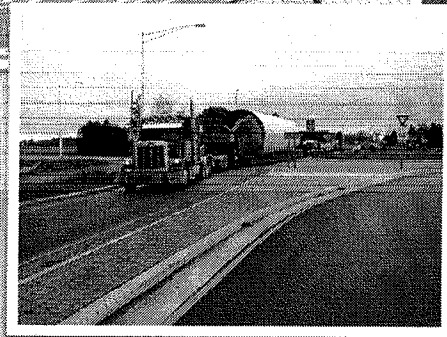
- Added safety features at roundabouts for pedestrians
- Pedestrians use walkways around roundabout perimeter
- Pedestrians cross only one direction of traffic at a time
- Splitter islands provide short crossing distances
- Traffic speeds are slower
- Like traditional intersections, drivers must yield to pedestrians in a crosswalk



Pedestrians at roundabouts



Truck accommodations



Highway employees working over 12 hours

Pay Period **5-16-10 to 5-29-10**

| <u>Date</u> | <u>Name</u> | <u>Hours</u> | <u>Reason</u> |
|-------------|-----------------|--------------|--------------------------------|
| 5/19/2010 | Paul Ignatowski | 12 | Flagging on CTH NN for rollers |
| | John Sticka | 12 | Flagging on CTH NN for rollers |
| | Todd Tilkens | 12 | Rolling on CTH NN |
| | Tracy Peot | 12 | Rolling on CTH NN |
| 5/25/2010 | Paul Ignatowski | 12 | Flagging on CTH G for rollers |
| | John Sticka | 12 | Flagging on CTH G for rollers |
| | Mike Cisler | 12 | Grader for reclaiming on CTH G |
| | Todd Tilkens | 12.5 | Rolling on CTH G |
| | Tracy Peot | 12.5 | Rolling on CTH G |
| 5/26/2010 | John Sticka | 12 | Flagging on CTH G |
| | Todd Tilkens | 13 | Rolling on CTH G |
| | Tracy Peot | 12 | Rolling on CTH G |

Pay Period **5-30-10 to 6-12-10**

| | | | |
|-----------|-----------------|------|--------------------------------|
| 6/1/2010 | John Sticka | 13 | Flagging for CTH G for rollers |
| | Todd Tilkens | 12 | Rolling on CTH G |
| | Tracy Peot | 12 | Rolling on CTH G |
| 6/9/2010 | Paul Ignatowski | 12 | Flagging for CTH G for rollers |
| | Gerald DeGroot | 12 | Flagging for CTH G for rollers |
| | Todd Tilkens | 12.5 | Rolling on CTH G |
| | Tracy Peot | 12.5 | Rolling on CTH G |
| 6/10/2010 | Paul Ignatowski | 12.5 | Flagging for CTH G for rollers |
| | Gerald DeGroot | 12.5 | Flagging for CTH G for rollers |
| | Todd Tilkens | 13 | Rolling on CTH G |
| | Tracy Peot | 12.5 | Rolling on CTH G |

Brown County
 UW - Extension
 Budget Status Report
 5/31/2010

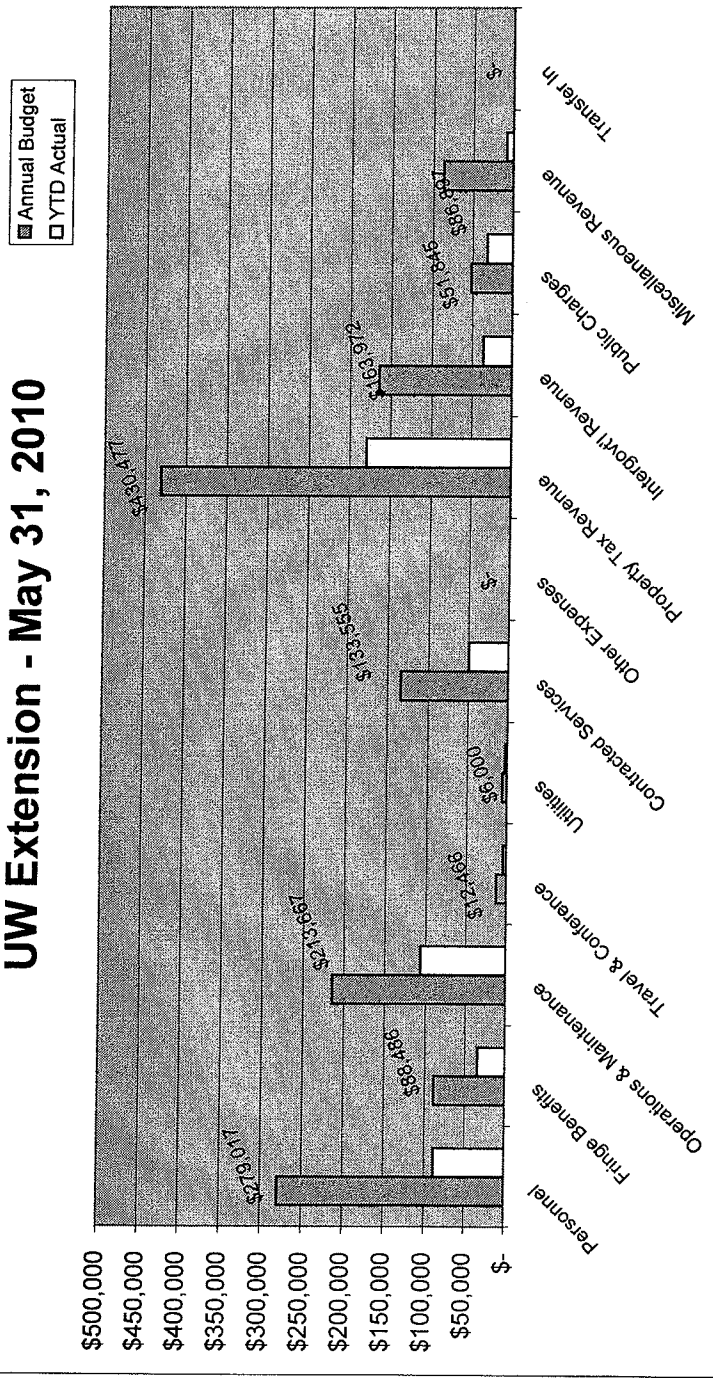
| | Annual Budget | YTD Actual |
|--------------------------|------------------|---------------|
| Personnel | \$ 279,017 | \$88,248 |
| Fringe Benefits | \$ 88,486 | \$34,289 |
| Operations & Maintenance | \$213,667 | \$105,855 |
| Travel & Conference | 12,466 | \$4,027 |
| Utilities | 6,000 | \$2,818 |
| Contracted Services | 133,555 | \$49,345 |
| Other Expenses | - | \$0 |
| Property Tax Revenue | 430,477 | \$179,365 |
| Intergov't Revenue | 163,972 | \$35,776 |
| Public Charges | 51,845 | \$31,779 |
| Miscellaneous Revenue | 86,897 | \$8,575 |
| Transfer In | - | \$0 |

HIGHLIGHTS:

Expenses:

Revenues:

UW Extension - May 31, 2010



BUDGET ADJUSTMENT REQUEST

| <u>Adjustment</u> | <u>Description</u> | <u>Approval Level</u> |
|--|--|----------------------------------|
| <input type="checkbox"/> Category 1 | Reallocation from one account to another <u>within</u> the major budget classifications. | Department Head |
| <input type="checkbox"/> Category 2 | <input type="checkbox"/> a. Change in Outlay not requiring the reallocation of funds from another major budget classification. <input type="checkbox"/> b. Change in any item within Outlay account which requires the reallocation of funds from any other major budget classification or the reallocation of Outlay funds to another major budget classification. | County Executive County Board |
| <input type="checkbox"/> Category 3 | <input type="checkbox"/> a. Reallocation between budget classifications other than 2b or 3b adjustments. <input type="checkbox"/> b. Reallocation of personnel services and fringe benefits to another major budget classification except contracted services, or reallocation to personnel services and fringe benefits from another major budget classification except contracted services. | County Executive County Board |
| <input type="checkbox"/> Category 4 | Interdepartmental reallocation or adjustment (including reallocation from the County's General Fund) | County Board |
| <input checked="" type="checkbox"/> Category 5 | Increase in expenses with offsetting increase in revenue | County Board |

| Increase | Decrease | Account # | Account Title | Amount |
|-------------------------------------|--------------------------|------------------|----------------|---------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 100 083 001 5304 | Printing | 4555.30 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 100 083 001 4600 | UW Ext Revenue | 4555.30 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 100 083 001 5304 | Printing | 700.00 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 100 083 001 4600 | UW Ext Revenue | 700.00 |

Narrative Justification:

The purpose of the \$4555.30 transfer is to pay for printing costs incurred by UW-Extension reimbursed by Brown County Dairy Promotions. Revenue from Brown County Dairy Promotions was deposited in UW Ext Revenue account.

The purpose of the \$700.00 transfer to pay for printing costs incurred by UW-Extension reimbursed Brown Co Fair Association. Revenue from Brown Co Fair Association was deposited in UW Ext Revenue account.

AUTHORIZATIONS

Quentin A. Knudsen
 (Signature of Department Head)

Department: UW Extension
 Date: 6-8-10

Don Kling
 (Signature of Executive)

Date: 6/14/10

Examining the Effect of Gardening on Vegetable Consumption Among Youth in Kindergarten through Fifth Grade

William Wright, BA; Laura Rowell, RD, MBA

ABSTRACT

Introduction: Funded by a grant from the makers of Hidden Valley® Salad Dressings the objective of this study was to determine if the introduction of a school-wide gardening program would affect overall vegetable consumption among elementary school youth. The study's setting was Elmore Elementary, Green Bay, Wisconsin, 1 of 27 elementary schools in the Green Bay Area Public School District.

Program Description: The school's salad bar was used to measure changes in vegetable consumption during school lunch. School food service staff recorded the weight of vegetables selected from the salad bar. The daily total weight of vegetables selected from the salad bar was divided by the number of students purchasing lunch that day. The resulting factor (average grams per child) was charted to monitor changes in consumption. After approximately 10 weeks of data collection, a gardening program was introduced. Food service staff continued to record weights, allowing for a quantitative analysis of the group's consumption prior to, during, and postintervention.

Results: Selection of vegetables from the salad bar decreased ($r = -.403$) during the first 2½ months of the study. During the intervention period, selection increased ($r = .3940$) and continued to show a slight rise postintervention ($r = .2037$).

Conclusion: The negative trend in daily salad bar selection before intervention was reversed, and a steady increase per day was seen during the intervention period. This suggests that intervention helped increase consumption rates per student. Consumption continued to increase postintervention, although at a lesser

rate than during intervention. The average daily value also showed a slight increase between intervention and postintervention. This suggests that gardening intervention lessons and activities were retained by the students after the lessons and activities were completed.

INTRODUCTION

Obesity rates in the United States have increased dramatically over the last 30 years, and obesity is now epidemic in the United States. Data for 2003-2004 and 2005-2006 indicated that approximately two-thirds of US adults and one-fifth of US children were either obese (defined for adults as having a body mass index [BMI] ≥ 30.0) or overweight (defined for adults as BMI of 25.0-29.9 and for children as at or above the 95th percentile of the sex-specific BMI for age-growth charts).^{1,2} States and communities are responding to the US obesity epidemic by working to create environments that support healthy eating and active living^{3,4} and by giving public health practitioners and policymakers an opportunity to learn from community-based obesity prevention efforts. The Green Bay Area Public School District (GBAPSD) Food Service Department's transformation has been led by key organizations that worked together to create change. They include the University of Wisconsin-Green Bay Dietetics Department, Brown County UW-Extension, and Brown County Healthy Weight Coalition for Youth. These organizations have partnered to implement nutrition education and healthy eating habits and assisted in improving the National School Breakfast Program and National School Lunch Program. The mission statement of the GBAPSD Food Service Department states that it is "committed to providing all children with high quality meals that are safe and nutritious, following the regulations of the USDA - National School Lunch Program. Our intent is to provide all students with the knowledge and skills necessary to make life-long healthy and enjoyable food choices."

The GBAPSD Food Service Department has worked

Author Affiliations: Brown County UW-Extension, Green Bay, Wis (Wright); Green Bay Area Public School District, Green Bay, Wis (Rowell).

Corresponding Author: William Wright, Brown County UW-Extension, 1150 Bellevue St, Green Bay, WI 54302; phone 920.391.4658; fax 920.391.4617; e-mail wright_wp@co.brown.wi.us.

hard to increase fruit and vegetable choices within the National School Breakfast and Lunch Programs and to eliminate non-nutritious food choices such as french fries, candy bars, and soda sold in its cafeterias. Additionally, the 2008 Local Wellness Policy requires that all ala carte and vending sales in the GBAPSD comply with a 35% - 10% - 35% ruling whereby total fat must be <35% of recommended daily value (based on a 2000-calorie diet), saturated fat must be <10% of the recommended daily value, and sugar must be <35% of the total product's weight.

PROGRAM DESCRIPTION

The Gardens Reaching Our World (GROW) project was a collaboration between Brown County UW-Extension's Community Garden Program and Green Bay Area Public Schools Food Service Department. Assistance was also provided by students enrolled in the University of Wisconsin-Green Bay Dietetics Program. The project's setting was Elmore Elementary School, which has a student population of 275. Forty of those students are in the half-day prekindergarten program and do not participate in the school lunch program. Of the 234 kindergarten through 5th (K-5) grade students, 50.55% are eligible for the free and reduced lunch program, which puts Elmore near the median for elementary schools in the GBAPSD. Twelve of the district's elementary schools have a higher percentage and 14 have a lower percentage of students eligible for free or reduced lunch. The ethnic breakdown of students in grades K-5 is as follows: 8 American Indian or Alaskan Native, 13 Asian/Pacific Islander, 20 black or African American, 12 Hispanic or Latino including Mexican, 181 white/Caucasian.

Through a "Love Your Veggies" grant from Hidden Valley, a salad bar with a child-friendly serving height of 69 cm was purchased and installed in the school cafeteria. During the early weeks of the 2008-2009 school year and prior to the addition of the salad bar, students from the dietetic program at UW-Green Bay visited each classroom for 30 minutes on 2 separate occasions. During the first visit, a lesson focusing on the importance of fruits and vegetables was presented. The second visit focused on salad bar etiquette and food safety.

The salad bar was presented to the students on October 16, 2008, during a "pep rally" that included veggie songs, veggie riddles, and brief talks by the principal and the food service department about the addition of the salad bar to the school cafeteria. It became operational the next day with a limited number of selections available the first few days.

The salad bar was offered as part of the lunch program, allowing access by all students who were served lunch on any particular day. It was positioned so that students passed it while they waited in line for their hot entrée, dessert and milk. Lettuce was always available on the salad bar while other vegetable selections varied from day to day. From previous experience, food service staff knew that carrots were a favorite of the students and carrots were offered most days (82 of 137). Students were able to select what they wanted from the salad bar, or nothing.

To develop a baseline prior to implementing the intervention, food service staff recorded the total weights of each vegetable placed on the salad bar, as well as the amount remaining at the end of the lunch period. The total weight of all vegetables selected that day was divided by the number of students who purchased lunch. This factor, average grams per student, was charted over the course of the project. Plate waste studies were completed twice to determine what percentage of food selected actually was being consumed.

The gardening intervention was introduced on January 12, 2009, approximately 10 weeks (45 actual school days) after the salad bar was implemented. Due to the limited length of the growing season in Green Bay, the gardening portion of this project was conducted by using a microfarm. The microfarm is a portable growing station that contains a light source to stimulate plant growth and flats containing soilless planting medium. Using the microfarm, students grew microgreens, the tender young shoots of vegetable plants. The varieties selected were kohlrabi, carrots, mustard greens, and sunflowers. The planting lesson connected the children's previous experiences with the school salad bar to the concept of growing their own salads. The students then planted the seeds and watered and cared for the plants. At the end of 3 weeks, the teacher and students harvested the microgreens using scissors. After washing the microgreens, students sampled each type of microgreen individually to experience the taste. The microgreens were then combined to create a salad that was shared by the class. The gardening intervention concluded May 8, lasting a total of 73 school days. During this period, each classroom participated in gardening for 3 weeks, although there was a short gap in the gardening project due to spring break. Food service staff continued to collect and record daily salad bar data during and after the intervention period. Throughout the project, periodic checks were made to count the number of students utilizing the salad bar. This number was divided by the number of students who purchased lunch that day so

Table 1. Average Quantity of Vegetables Selected

| | Entire Study | Preintervention | Intervention | Postintervention |
|-------------------------------|--------------|-----------------|--------------|------------------|
| No. of Days | 137 | 45 | 73 | 19 |
| Daily Average (grams/student) | 18.30 | 21.65 | 16.67 | 16.85 |
| High (grams/student) | 40.55 | 40.55 | 32.07 | 24.77 |
| Low (grams/student) | 6.55 | 6.55 | 7.45 | 11.48 |
| Range (grams/student) | 34.00 | 34.00 | 24.62 | 13.29 |

Table 2. Number of Lunches Served

| | Entire Study | Preintervention | Intervention | Postintervention |
|-------------------------------|--------------|-----------------|--------------|------------------|
| Ave. No. Lunches Served Daily | 174.5 | 174 | 174.5 | 176 |
| High | 197 | 186 | 194 | 197 |
| Low | 141 | 159 | 158 | 141 |
| Range | 56 | 36 | 36 | 56 |

that comparisons could be made on a percentage basis.

RESULTS

A total of 137 days of salad bar data was collected by food service staff. The average amount of vegetables selected throughout the study was 18.30 grams/student. The highest amount was on November 7, 2008, with 40.55 grams/student; the lowest amount was on December 19, 2008 with 6.55 grams/student. Both of these dates were preintervention. The average amount selected during preintervention was 21.65 grams/student. The average amount selected during the intervention period was 16.67 grams/student, with a high of 32.07 and a low of 7.45 grams/student. The average amount selected during postintervention was 16.85 grams/student, with a high of 24.77 grams/student and a low of 11.48 grams/student (Table 1).

Throughout the project period, the number of lunches served ranged from 141 to 197, with a daily average of 174.46 (Table 2). Number of lunches served is primarily influenced by the entrée offered on any given day. During the 2008-2009 school year on days when favorites such as chicken nuggets and pizza were offered, the average number of students served was 186.5 and 179.2, respectively. When chili was served, the daily average was 165.2.

The rate of change in daily salad bar consumption was also calculated. For the preintervention period, the rate of change was -0.4030 (Figure 1). This negative trend was influenced by the high daily values early in the study and lowest values found right before intervention. During the gardening intervention, this trend reversed, with a +0.3940 rate of change (Figure 2). After the intervention was completed, daily consumption rates continued to increase, with a +0.2037 daily rate of change (Figure 3).

Preintervention to intervention comparisons showed a significance (2-tailed) of .001. Intervention to postintervention comparisons showed a significance (2-tailed) of .850. Comparisons of pre to post are statistically significant (.002).

Volunteers collected salad bar participation data 11 times during the study. The average daily participation throughout the study was 39.9%. The highest participation was on November 14, 2008, with 51.1%, while the lowest participation occurred December 17, 2008 with 22.4%. Both of these were during the preintervention period. Average participation during preintervention was 37.6%. Average participation during the intervention period was 46.9% with only 2 data collection dates. Data was collected only once during postintervention and showed a 39.8% participation rate (Table 3).

Plate waste studies for vegetables were conducted by student volunteers during the preintervention period, showing vegetable waste of 35.8% and 29.8%. Due to the lack of available manpower, no additional plate waste studies were conducted the remainder of the school year.

DISCUSSION

The amount of vegetables selected from the salad bar varied considerably day to day throughout the entire study period. This range is most likely attributed to different salad bar food choices offered on any given day, absences by students who typically used the salad bar, and daily school activities (gardening or food lessons that morning) that may have influenced a student's food choice later that day. Additionally, availability of a favorite entrée may have dissuaded students from seeking vegetables.

The range in daily values was greatest before intervention, with both the highest and lowest daily values

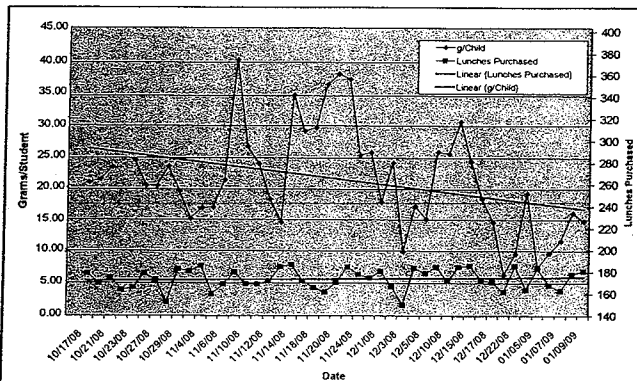


Figure 1. Average grams of vegetables per child, 10/17/08-1/9/09.

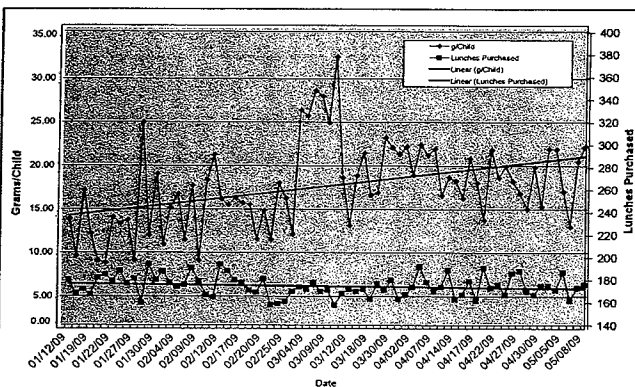


Figure 2. Average grams of vegetables per child, 1/12/09-5/8/09.

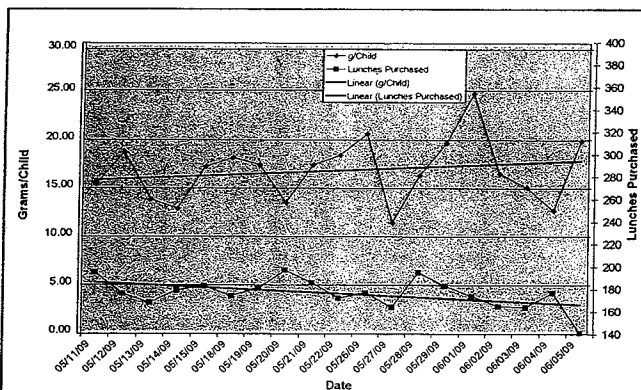


Figure 3. Average grams of vegetables per child, 5/11/09-6/5/09.

of the entire study in this preintervention period. As intervention and then postintervention occurred, the daily range became more consistent. The high daily value for each period decreased while the low daily value increased over time. The highest consumption was seen early in the study when the salad bar was new and many children were curious and eager to learn about it. As the salad bar's novelty diminished so did consumption rates, which raises the question as to whether or

not repeated pep rallies would be effective in rejuvenating salad bar use.

The lowest consumption occurred in late December and early January, immediately before the gardening intervention began. However, the negative trend in daily salad bar selection before intervention was reversed, and a steady increase was seen during the intervention period. This suggests that intervention helped increase the quantity of vegetables selected per student. This increase continued postintervention, although at a lesser rate than during intervention. The average daily value also increased slightly between intervention and postintervention, which showed that gardening intervention lessons and activities were retained by the students after the lessons and activities were completed.

There are some inherent limitations in the analysis method chosen. While we can see that the quantity of vegetables selected from the salad bar increased during the intervention, we do not have sufficient data to determine if this is due to a change in the number of students using the salad bar, the students selecting larger portions, or both.

Due to the limited number of plate waste studies conducted, we are unable to determine if the amount of waste (vegetables selected from the salad bar by students but then discarded) varied throughout the study. Collection of this data in future studies would eliminate another possible variable in our analysis. Another issue is that the observation period is confounded by the introduction of the salad bar, which is itself an intervention. However, a span of several months between the introduction of the salad bar and the gardening intervention appeared to eliminate any novelty factor.

CONCLUSION

Elmore Elementary School was able to keep the salad bar after completion of the grant. However, because the beginning of the 2009-2010 school year was accompanied by concerns with the H1N1 virus, school personnel decided not to utilize the salad bar. Therefore, additional data was not collected during the 2009-2010 school year.

Community-based research presents many information-gathering challenges. This study has provided a sound foundation for moving forward and expanding our efforts. As previously noted, additional plate waste studies would indicate if changes in the quantity of food selected from the salad bar resulted in changes in actual consumption. Additional data collection regarding the number of students who used the salad bar also would be helpful as well as using another school as a

Table 3. Number of Students Using Salad Bar (As a Percentage of Total Purchased Lunches)

| | Entire Study | Preintervention | Intervention | Postintervention |
|-------------------|--------------|-----------------|--------------|------------------|
| No. of Counts | 11 | 8 | 2 | 1 |
| Daily Average (%) | 40.05 | 38.36 | 46.9 | 39.8 |
| High (%) | 51.1 | 51.1 | 49.4 | 39.8 |
| Low (%) | 22.4 | 22.4 | 44.4 | 39.8 |
| Range | 28.7 | 28.7 | 5.0 | 0 |

control group. Since this project relied on quantitative data collection, the addition of qualitative data would strengthen the research. While this study's results showed a reverse in the trend line of vegetables selected from the salad bar, additional data collection would provide a clearer picture as to the effectiveness of gardening as an intervention strategy.

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**STAFF REPORT TO THE
BROWN COUNTY BOARD OF SUPERVISORS
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

**CTH GV Reconstruction Project Study
Final Report**

Brown County Planning Commission and Highway Department
June 28, 2010

Background

On February 23, 2009, Brown County Planning Commission (BCPC) and Highway Department staff asked the Planning, Development, and Transportation Committee to postpone the CTH GV reconstruction project for one year to allow staff to study the following four issues before the highway is designed and reconstructed:

- The location of a new Fox River bridge and street corridor.
- CTH GV's use as a detour route during the STH 172 repair project.
- The progress of FEMA's floodway/floodplain mapping project.
- Development pressure along and near the CTH GV corridor.

This report summarizes the study's findings and recommends actions to the committee based on these findings.

Study Findings

Location of a New Fox River Bridge and Street Corridor

To determine the location of a new Fox River bridge and connecting street system, BCPC staff worked with federal and state agencies, local communities, and the public to identify a range of alignment and facility options as a part of the Southern Brown County Environmental Impact Statement (EIS). These options were then examined to determine the ones that should be retained for detailed study, and this process narrowed the number of options to four. These remaining options will now be studied to determine a preferred alignment alternative.

Although the EIS process has not reached the point where the exact location of the new bridge and connecting street system is known, the process has determined that each of the remaining four alternatives will include a CTH GV connection between the new Fox River bridge and STH 172.

CTH GV's Use as a STH 172 Detour Route During the STH 172 Repair Project

In April of 2009, BCPC staff met with the Wisconsin DOT's STH 172 project coordinator to discuss the STH 172 project schedule. The DOT project coordinator told staff that interchange ramps will occasionally be closed along the eastern portion of the STH 172 project area, but these closures will typically happen at night when traffic volumes are low. This interchange closure plan appears to have minimized the need for CTH GV to be used as a major detour route.

The DOT's closure plan and the fact that the STH 172 repair project is scheduled to be finished before the CTH GV mainline project begins means that the repair project should not further affect the CTH GV reconstruction project's schedule.

Progress of the FEMA Floodway/Floodplain Mapping Project

The FEMA floodway/floodplain mapping project was finished in September of 2009, and this information can now be used by the Highway Department as it develops reconstruction plans for CTH GV.

Development Pressure Along and Near the CTH GV Corridor

In the mid-2000s, the development trends on the east and west sides of CTH GV suggested that CTH GV would need to be rebuilt soon to handle the traffic that would be generated by the development. However, development slowed significantly in this and other areas, and staff recommended in 2009 that the county and the affected communities postpone the reconstruction project and channel a greater amount of their limited financial resources to more immediate needs.

In the time since staff asked the committee to postpone the CTH GV project, the Town of Ledgeview has received several development proposals for parcels along the highway. Development has also occurred in nearby areas, and traffic volumes continue to trend upward along CTH GV. The average annual daily traffic volumes for CTH GV north and south of CTH G (Dickinson Road) for the last three Wisconsin DOT count periods are shown below.

| CTH GV Segment | 2003 Average Annual Daily Traffic Volume | 2006 Average Annual Daily Traffic Volume | 2009 Average Annual Daily Traffic Volume |
|-------------------|--|--|--|
| GV North of CTH G | 8,000 | 11,200 | 11,900 |
| GV South of CTH G | 4,800 | 5,800 | 7,200 |

Source: Wisconsin Department of Transportation.

Study Conclusions

The results of the study indicate that:

- CTH GV will connect the new Fox River bridge to STH 172 and the growing commercial development areas north and south of STH 172.
- The STH 172 repair project will not affect the CTH GV reconstruction project.
- The FEMA floodway/floodplain maps are now available for the Highway Department to use when it develops its reconstruction plans for CTH GV.
- Development pressure and traffic volumes are increasing along the CTH GV corridor.

Recommendations

Based on the findings of the study, BCPC and Highway Department staff recommend that:

- CTH GV be designed and reconstructed as a four-lane divided arterial street.
- The section of CTH GV north of CTH G be reconstructed in 2011.